

work is a secondary consideration. That is the truth of the case, and when a man comes to this country, or goes to any other for this purpose, he is fooling away his time. The descriptions of this section, including all of Eastern Oregon and Washington, as given by this class of men, and as have been published by newspapers that have received their information from the same source, will have no weight with sensible people.

It has been proved that where there is a man who is willing to work whenever opportunity offers, that man will not go hungry very long at a time. There are thousands of good farms in Eastern Oregon for such men, who have only to signify their intention to occupy them in order to hold them, and possess as good a farm as can be found anywhere. And those who want such advantages now is the opportunity offered. But don't come expecting to find an Eden. California is the nearest to that of any place on the Pacific slope. And emigrants usually find this out before they get away from there, especially those who come from the western states and make a stop there on the way to Oregon. But make a start for Eastern Oregon, and come determined to stay, for any man who has a spark of ambition, or a grain of get-up in his composition, can soon insure his own success.

ITS TOWNS.

The Dalles, the county seat, is a nice little town of about three thousand inhabitants. It is located on the south side of the Columbia river in latitude 45 deg. 36 min. 18 sec., and in longitude 121 deg. 12 min. 7 1/2 sec., as determined by Prof. John Clark of the U. S. Geographical and Astronomical survey in 1878. It assumes the dignity of some importance: it has two banks, several large business establishments, three live newspapers, two flouring mills, water works, and near by, quite an extensive salmon fishery; and is a point of considerable commercial importance withal; being the entrepot for an extensive region of country both north and south, including Grant county, whose export of wool is almost equal to that of Wasco, and the central point for mail routes and travel. The Wasco Independent Academy is located here. The building is of brick, and situated on an elevated plateau overlooking the city, commands a fine view of the surrounding country. It is furnished with fine apparatus and other essentials necessary for a complete academic course, and last, but not least, a good faculty. Our illustration of the new public school house will give the reader an idea of how the citizens of

The Dalles are ever alive to educational interests, for notwithstanding a very good public school is in successful operation, this additional building is being erected to avoid overcrowding.

The new court house shown is also to be finished during the year, and while not particularly gaudy in architecture, will have a substantial and lasting appearance.

The hotels of this place will compare favorably with any city in the northwest. The leading ones are the Cosmopolitan and Umatilla House. The former is under the proprietorship and personal management of Thomas Smith, formerly of the Chemeketa at Salem; and the latter is owned and kept by Messrs. Handley & Sinnott. Both houses do a most flourishing business.

The opera house, owned by Messrs. Max Vogt & Co., is a credit to the place, and furnishes the best public hall in the upper country.

The residences have every appearance of thrift and comfort, many of them can even be designated as elegant. For illustration, we selected three at random which will furnish some idea of the prevailing style of architecture.

THE CAR MANUFACTORY

of the Oregon Railway and Navigation Company is located here and furnishes employment to more than three hundred men at remunerative rates of wages. Machinists are paid from \$3.50 to \$4.00; carpenters, \$3.00 to \$3.50; blacksmiths, \$3.50 to \$4.00; blacksmith helpers, \$2.50 to \$3.00; painters, \$3.00; common laborers, \$2.00 per day; foremen, \$135.00 to \$150.00 per month. The entire force is in charge of C. C. Hobart, Master Mechanic, a gentleman well qualified for the position. Besides doing all the repairing and rebuilding of locomotives and steamboats, the company manufactures here nearly all their own rolling stock, and the day we visited, the last of a lot of one hundred flat cars was just being rolled out of the finishing department. The capacity of the factory can be set down at two fifteen-ton box cars per day. The motive power for the cabinet and machine shops is furnished by three engines, one of them a "Corliss" the finest west of the Rocky mountains. Labor saving machinery of the latest approved style is used in all departments and nothing has been left undone to make rapid and profitable work possible. A direct telegraph line connects the shops with the head office in Portland. For protection of property, the working force have organized a regular fire department, with chief and assistant engineers. A centrally located tank contains at all times 45,000 gallons of water, and is tapped by twenty-one hydrants with hose always attached, and judiciously distributed

over the premises. A Blake steam pump, with steam up day and night, drawing its supply from the Columbia river, has the capacity of keeping the tank full with every hydrant open. Any building of the group can be brought under six to eight streams of water in less than one minutes time after the first tap of the fire bell. The fire company is well-drilled; the railway company giving one hour of its time for this purpose on the last Saturday of every month.

The location of The Dalles offers splendid inducements for the erection of other manufacturing enterprises, a woolen mill, with a good business man at the head, would be a most profitable investment here. South and easterly of The Dalles are a number of small towns that have come into notice within the last few years, which are centers for trade and postal facilities. The leading one of these is Prineville, which has its own newspapers and a number of large mercantile establishments.

RAILROAD ENTERPRISES IN THE COUNTY.

Two years and a half ago the O. R. & N. Co. began the work of railroad construction, having The Dalles as a base. They enlarged and built new and commodious machine shops and round houses and have spared no time or means for the purpose of putting the improvements in a condition for convenience and profit. As soon as the great railroad enterprise was brought into shape, and became known, a new impetus was given this great "Inland Empire." Immigration began to realize a great truth, that Oregon was more than a county in California, and as a result, has been pouring into this interior basin by the thousands, which is increasing the population largely. The railroad is now completed to Snake River, a distance of 88 miles beyond Walla Walla, making an operating road of over 270 miles in length, and a connection at Wallula with 231 miles of Northern Pacific railway. All along these lines, railway stations have been established, at which points thriving towns spring up, thereby affording accommodations and facilities not hitherto enjoyed. The push that has characterized this project from its first inception, will, before another year, send its trains of passenger and palace sleeping coaches, with mails and express, from the metropolis of Oregon to The Dalles and on, to connect with other roads, (nearing completion) eastward, whose terminus is the sea board. It is not saying too much, when we say these are some of the developments, the resources, and its accumulated wealth of over five and a half millions of dollars. If this is the scale already reached through trials and fears in the past, what may it be if the future's morning is so bright and foretelling.

See page 98 for Meteorological Table.